

Case 1: The signal is turned to flashing mode during flagging operation.

Case 2: The signal is turned off (dark mode) during flagging operation.

Note: Except for police, flagging shall not occur at a signalized intersection operating in a full-color stop-and-go mode (Normal Operation).

10.0 VEHICLES

10.1 If work vehicles need to be stopped in a lane beyond a horizontal curve or a vertical curve (hill), non-essential vehicles are to be pulled as far off the road as possible or be otherwise parked in a manner as to inhibit the movement of traffic as little as possible. If no protection vehicle is available, channelizing devices shall be placed as specified in 7.0, Channelizing Devices.

10.2 Work vehicles should not occupy any part of the buffer area.

10.3 Vehicle safety lights (amber in color), as specified in Standard MD 104.01-18A & 18B shall be Class I, as determined by the Society of Automotive Engineers (SAE) and as directed by the Office of Maintenance.

10.4 A protection vehicle is required when opening or closing a shoulder or lane on freeways, expressways, and roadways with posted speeds greater than or equal to 55 mph during the installation of temporary traffic control devices.

A protection vehicle is required for all shoulder or lane closure work along freeways, expressways, and roadways with posted speeds greater than or equal to 55 mph.

A protection vehicle is required for all mobile operations where the work vehicle is moving slow along freeways, expressways, and roadways with posted speeds greater than or equal to 55 mph. This includes work performed by inmate crews.

A protection vehicle is also required for all mobile marking operations.

A protection vehicle may be required for other traffic and work conditions to provide protection for workers or as directed by the Engineer. The protection vehicle may be considered as a substitute for the initial advance warning sign for some mobile work operations. A protection vehicle should also be used in advance of a work operation that is located beyond a horizontal and/or vertical curve. Consideration should also be given to placing an additional temporary advance warning sign(s) or truck mounted variable message sign no less than 500' and no more than 1500' (1/2 mile for expressway conditions) in advance of the protection vehicle, when one or more of the traffic factors listed under General Notes 1.2 exist.

SPECIFICATION	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES GENERAL NOTES	
APPROVED	 DIRECTOR - OFFICE OF TRAFFIC AND SAFETY		
	APPROVAL • SHA REVISIONS	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL 8-20-03	APPROVAL 9-23-03	
	REVISED 7-1-09	REVISED 7-27-09	
	REVISED 8-11-10	REVISED 7-29-10	
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